TRUST COMPANY RUN ENDS.

JOHN W. GATES DENIES THAT HE STARTED ST. LOUIS RUMORS.

Public Confidence Bestored by the Action of the Large Depositors Some small Ones Take Advantage of the Sixty-Day Notice of Withdrawal.

LOUIS, Mo., Oct. 28.-The raid on ne trus companies started yesterday ame to a sudden stop to-day. The action of the joint conference of boards of directin enforcing the sixty-day clause in he drawing out of savings deposits checked he stampede, and the arrival of large sums f money from the East restored confidence. When business opened this morning . number of depositors filed notice of inention to withdraw their savings at the expiration of sixty days, and some withrew their current deposits. As the day progressed, however, confidence returned. and many who had been stampeded reurned and redeposited their money. Large pusiness houses made heavy deposits with me trust companies, with a view to restorne trust companies, with a view to restorne trust companies, with a view to restorng public confidence. Their action had
a salutary effect. Many of the weaklings
who went determined to draw out their
money left without doing so when they
noticed prominent business men handing
in currency and checks to the cashier.
Some of those who withdrew their delosits yesterday are embarrassed with
liches. Quite a number took the money
drawn from the trust companies to the
banks, only to be met with a refusal, bank
officials stating that they did not care to
open accounts with people so easily stampanies and stored their money away; others canies and stored their money away; others arried their accumulated wealth home with them. The only losers by the flurry with them. The only losers by the flurry sem to be the depositors who withdrew heir accounts, as they sacrificed the in-

their accounts, as they sacrificed the interest which had accrued.

In many quarters an insistent report is in circulation that the raid was engineered by dissatisfied speculators in Chicago to whom the trust companies had refused accommodation owing to the nature of the speculations in which they were engaged.

CHICAGO, Oct. 28.—John W. Gates to-day

denied sending out telegrams to St. Louis depositors or any one else, except his part-ner, J. F. Harris, concerning St. Louis "I sent a despatch to Mr. Harris in New

"I sent a despatch to Mr. Harris in New York two weeks ago after several evening papers here came out with a story that two St. Louis institutions were in a bad way." said Mr. Gates to-night. "I merely reported it as a rumor current here, as I had no information to base it on except the newspaper reports. Mr. Harris wired me that he had heard the rumor there thirty lines before receiving my despatch. that he had heard the rumor there thirty times before receiving my despatch. "I do not circulate rumors. I am too big a holder in securities to do that. Every brokerage house in Chicago, I am sure, sent the same report that I did."
"It is intimated in St. Louis that this

umor was set affoat to force down Mexican entral, Mr. Gates?"

"I have heard nothing about that."

"I have heard nothing about that."

"Did you not say, in a recent interview praising Chicago banks, that St. Louis and Pittsburg were the 'weak sisters'?"

"I said that Pittsburg, Philadelphia, Baltimore and St. Louis were weak sisters." Referring to the \$300,000 sent from Chicago to relieve the situation in St. Louis, Mr. Gates said: "I used the St. Louis cumor after it had become public property through the papers and I would do so again if I thought there was any information my son was entitled to. The same is true with every father who has his son's interest at heart."

NEW YORK TELEGRAPHS \$2,875,000 To St. Louis, Chicago and New Orleans -Money Higher.

The heaviest shipments of currency ever made to the West and South in one day through the United States Sub-Treasury were arranged by local banks yesterday. The total amount forwarded by telegraph was \$2,875,000, of which \$2,025,000 was sent to St. Louis, \$650,000 to Chicago and \$200,000 o New Orleans. Requests for the forwarding of fully \$3,000,000 were received by nks vesterday from St. Loui financial institutions, but in some instances the full amount asked for was not furnished

the full amount asked for was not furnished by the New York correspondents.

These large transfers to St. Louis are similar to the heavy shipments of currency recently to Baltimore when trouble to the general financial situation there was threatened at the time of the failure of two Baltimore trust companies. The relief then extended by New York proved ample, and the advices received in this city yesterday from St. Louis indicated that there had been a similar result in the West. Call money on the New York Stock Exchange advanced to 4½ per cent., and many lenders money on the New York Stock Exchange advanced to 4½ per cent., and many lenders marked up time money to a minimum of 5 per cent. for all dates. To crop moving demands were attributed the currency shipments to Chicago and New Orleans. There had been hopes expressed prior to vesterday in some banking quarters that the usual demands of this sort would not accept this general.

GREAT SHOWING BY MUTUAL LIFE It Has Paid \$600,000,000 to Policyholder -Has 300,000 Policies in Force.

President Richard A. McCurdy of the Mutual Life Insurance Company of New York presented to the directors, at their meeting yesterday, the report of the New York Insurance Department, made after an examination lasting from Jan. 2 to Sept. 21 last, and covering the company's business from Dec. 31, 1897, to Jan. 1, this year. In he examination, which was made at the replest of the company, every dollar of the hundreds of millions handled in the five years was checked and accounted for in strict accordance with the laws of New York State

The report shows that the total assets of the company, according to the State report on Dec. 31, 1902, were \$382,000,000. Its income last year was more than \$75,000,000, and in the five years covered by the report the total receipts were more than \$313,000,000. the total receipts were more than \$313,000,000.
In the same period the principal disbursements were \$103,000,000 for claims paid and \$11,000,000 for expenses. There was reserved \$65,119,223 for contingent guarantee fund and \$3,020,000 was apportioned as dividends in 1903 to policyholders.

The Mutual Life has received in premiums \$200,000,000. It has paid policyholders more than \$600,000,000, and holds for them gore than \$382,000,000,000 showing an excess

more than \$382,000,000, showing an excess accounted for over receipts of \$82,000,000 During its life the company has issued over 1,395,000 policies, of which more than 100,000 are now in force.

ST. PAUL LINE TO THE PACIFIC. tension Will Be Built.

MINNEAPOLIS, Minn., Oct. 28.-Roswell Miller, chairman of the Board of Directors of the Chicago, Milwaukee and St. Pau road, who is here, confirmed to-day the report that his road would build an extension to the Pacific coast and work on the proposed extension will be begun within two years.

is now known that it was with the view It is now known that it was with the view of providing means for the extension of this work that an increase of \$25,000,000 in the capital stock of the company was authorized a year ago. The additional stock will be besued in a short time. The delay in issuing it was caused by the traffic arrangement made with the Union Pacific, but which has proved to be unsatisfactory.

Directors of "Hig Four" Beslected.

CINCINNATI, Oct. 28 .- At the annual weiing of the Cleveland, Cincinnati, Chiand St. Louis (Big Four) Railroad in Miscity to-day, W. K. Vanderbilt, Chauncey M. Depew, J. P. Morgan and M. E. Ingalis was ejected directors for three years. It sunderstood that in New York next month to Ingalis will be reelected president of the real GOSSIP OF WALL STREET.

Wall Street seems to share the St. Louis suspicion that rumors intended to create distrust of certain financial institutions in that city were put into circulation by some bear crowd for market purposes. Private advices received yesterday from St. Louis described an intense feeling there against those on whom the suspicion rests. While the opinion seems to be very general that these rumors, if not really invented, at least were wilfully circulated in the interest of market speculation, the responsibility is variously placed. There are at least three sources whence the rumors might have been issued, assuming that the suspicions are well ounded, and the latitude for surmise, therefore, is rather wide. In support of the general suspicion it is recalled that at several critical periods in the stock market this year operators for the decline invented and circulated rumors in a very reckless manner, having at different times half the big houses in the Street on the verge of bankruptcy These St. Louis rumors were first received by Wall Street wire houses at least a fort-night ago. Several houses promptly suppressed them upon assurances from their own correspondents in St. Louis that they baseless. The rumors continued to come and then inquiries were made about them at Chicago. The Chicago correspond-ents at first replied that it was all news to that similiar reports had found circulation in that city. The wire houses at length were fairly forced to put the rumors on their wires n justice to clients, who had some right to

It is reported that the Weil crowd is again active in the market on the bear side. It was said on the floor yesterday that a good deal of short selling for that account was done in Monday's session.

The market opened with an unexpected display of strength, upsetting the calcula-tions of those who were prepared to buy on any further price recessions. Some thought the market was being held to be sold, but strength. Traders inclined to the forme view and put out short stocks rather freely during the forenoon. Later in the day they made a concerted attack upon St. Paul, selling it down to 139%, but a minimum of long stock was dislodged. The selling throughout the list was principally by traders, and they seemed to be losing stocks. St Paul recovered its loss rather easily, reacting in the late trading, however, from 140 to 139%, and closing unchanged from Tuesday's final price.

Traders had complained that St. Paul seemed to "bull hard," but they confessed yesterday that they found it as difficult to put it down as to put it up. One theory

in the afternoon the stock was bid up across 120 without trouble. It classed within 120 per cent. of the highest, showing a net gain of 1% per cent. Pennsylvania's advance was all the more interesting because it de-stroyed the parity between that stock and

London's operations in this market yes-

Content was a large buyer of Amalgamated Copper in the forencon. He predicted that it would sell at 45 next week.

Wolf Bros., specialists in Pennsylvania, were heavy sellers in the late trading. McIntyre & Marshall were buyers.

Commission brokers complain of mean business and are envious of the commissions enjoyed by brokers who represent the manipulative interests now active in the market. There are not enough manipulative orders to go around.

Some of the shrewdest judges of technical remain short of stocks or to sell short, except, perhaps, for scalping turns. They have reason to believe that the short interest is very large and that it is being closely watched by the interests now in control of the market. These interests, they say, are holding the market against certain big shorts and are on the alert to anticipate covering operations. The shorts, on their part, are believed to have been making strenuous efforts to depress the market without losing any more stocks. This theory is advanced to account for certain perplexing aspects of

"I know from personal observation that the short interest is very large and, I think, vulnerable in places," said a broker last night who regularly transacts a good deal of business in the loan department. "I walked around the loan crowd this afternoon to satisfy myself." he continued, "and I saw one house borrowing 4,000 shares of one stock, another house borrowing 3,000 of another stock, and so on, and in several instances the houses I refer to were comparatively small, doing business on a limited amount of capital. I think a good many of the smaller houses are borrowing too many stocks. One can only guess what the larger houses are doing. As a rule their borrowing is done privately.

There was a good demand for stocks yes. terday afternoon in the loan department The prevailing rate was 3 per cent., whereas the average call money rate for the day was 4 per cent. The demand for Pennsylvania and New York Central was so active as to cause those stocks to lend at 21/2 per cent. Other stocks in active request were Atchison Baltimore and Ohio, and Steel preferred. There was also a continued demand for the industrials, American Smelting and Refining especially. It loaned at 1% per cent.

A broker who wasted a good deal of his time in the Atchison crowd yesterday trying to sell 1,000 shares at 67% said after the close that there seemed to be an unlimited amount of stock for sale just under that price. At 67% and 67% the stock had its greatest volume. It was noticeable during the day that Atchison lagged behind other active stocks in the railroad list, comparing unfavorably with both Union Pacific and Missouri Pacific. In view of the large short interest that is supposed to exist in Atchison and the bullish speculative feeling with which it has lately been regarded its action yesterday caused some little comment.

There was a sale yesterday of 100 shares of Chicago and Northwestern preferred at 207 an advance of 13% points from the price of the last previous transaction.

"It looks to me," said the head of an old line commission house yesterday, "as if the market has been scared so much that there is no more scare in it. News that would have thrown us into spasms of alarm a mouth or two ago is now received in the most matter of fact sort of a way. You tell a man that a trust company has failed somewhere or that some interior market is demoralized and he says, 'Is that so?' and goes on reading the tape."

Harriman & Co. were large buyers of Missouri Pacific again yesterday and were also active on the buying side of Union Pacific George P. Butler & Bro. were said to be distributing orders in the Gould stocks, all of which were conspicuously strong. Wabash preferred, with a volume of nearly 20,000 shares, had a maximum advance of 11, per shares, had a maximum advance of 1% per cent. The simultaneous strength of Penn-sylvania and Missouri Pacific suggested the possibility of a settlement of differences be-tween the Pennsylvania and Gould interests. It was asserted by those sceptically inclined that rumors of a settlement were the effect rather than the missouries of the market land rather than the cause of the market incidents referred to. Some of the older brokers thought they saw a good deal of manipulation



Is Business Overdone? Then Come To Georgia.

Opportunity awaits you here. Write for Book No. 3, containing particulars. Please mention your occupation.

Greater Georgia Association, Atlanta, Ga.

in the Gould stocks, especially in Missouri

Western houses, especially those having St. Louis connections, were the principa renewed weakness of which temporarily affected market sentiment. When the American Car and Foundry promotion was brought out, a good deal of the stock was placed in St. Louis, and it is supposed to be there still. The St. Louis crowd is under-stood also to have lost a good deal of money in Mexican Central. Local selling of American Car and Foundry was based upon the probability that dividends on the common stock will be discontinued.

The less aggressive attitude of the bull party and the heavy loss of cash to the in-terior encouraged short selling yesterday by professional traders. The room short interest was thought last night to have been materially increased.

U. S. STEEL BONDS LISTED. \$2,584,500 Taken for Cash, Presumably

by Retiring Syndicate Members. The text of the application of the United States Steel Corporation to the New York Stock Exchange for the listing of \$133,295,600 ten-sixty-year 5 per cent. sinking fund bonds of 1963, the bonds issued under the

bonds of 1983, the bonds issued under the preferred stock conversion plan, was made public yesterday. The governing committee acted favorably on the application. It appears from the application that \$2,894,500 of the bonds were thus paid for in cash by members of the syndicate whe retired when it was extended. The application says:

value.

Application is now made to list the amount of said bonds so issued as aforesaid, viz.: \$133,295,500, and for leave from time to time, to increase the amount by \$86,704,500; so that the total aggregate amount to be listed under this application shall be limited to \$220,000,000; the additional amounts to be added from time to time upon notification from the United States Trust Company of New fork that the same have been issued. The remainder of the total authorized issue of \$250,000,000, namely, \$30,000,000, are subject to sale by the company for cash.

namely, \$30,000,000, are subject to sale by the company for cash.

It is stated in the application that the total amount of stock of the United States Steel Corporation issued and now outstanding is \$,798,701 shares of preferred and 5,083,025 of common. There are outstanding 5 per cent. collateral trust gold bonds to the amount of \$303,917,000 (of which \$5,539,100 are held in the sinking fund), these bonds being secured by a first lien.

DOUBLE TUBE TROLLEY TUNNEL Incorporates Its Jersey End, but Hasn't

Yet Tied Up to the Existing Lines. The Hoboken and Manhattan Railroad. directorate as the New York and Jersey Railroad, which is building the trolley tunnel under the North River between Jersey City and Morton street, Manhattan, has just been incorporated in Jersey City and yesterday the plan of its twin tunnel route was filed there. Three-fourths of the tunnel is now completed.

The new company is the New Jersey branch of the original corporation, which to comply with the law must be incorporated in both States. When the railroad is built and in operation the two companies will be consolidated.

A report that contracts have been closed directorate as the New York and Jersey

will be consolidated.

A report that contracts have been closed with the Public Service Corporation of New Jersey and the Interurban Street Railway, here, for the power to operate the tunnel cars, and that the cars of the former company from Jersey City, Bayonne, Newark and Hoboken will run through the tunnel, was denied by an officer of the tunnel cor-

poration last night.

"It is quite possible that some such plan may be adopted," he said, "but it is quite untrue that any arrangements have been made so far. We haven't got our tunnel

PEETE B. CLARKE BANKRUPT. Court Stone Advertised Sale of Some of His Collateral.

A creditors' petition in bankruptcy has been filed against Peete B. Clarke of 29 Broadway, who came here from the South seven years ago and is interested in many companies. He is president of the Clarke Automatic Scales Company, a director in the Automatic Coaling and Weighing Barge Company, the New York Weighing Barge and Coaling Company, an electric company at Erie, Pa., the Bell & Bogart Soap Company and other concerns. His liabilities are \$190,000, and many of the creditors hold securities as collateral for these obligations. The chief assets are equities in this collateral and some properties at La Porte. Tex. It was stated that the Knickerbocker Trust Company is a creditor for been filed against Peete B. Clarke of 29 Tex. It was stated that the knicker-bocker Trust Company is a creditor for \$27,000, and holds collateral which Mr. Clarke says is worth \$81,000. The sale of these securities was advertised to take place yesterday at auction, but Mr. Clarke obtained an order from Judge Holt to restrain the sale.

STOCK EXCHANGE LISTINGS. The following securities were yesterday admitted to the list of the New York Stock Exchange; 133,295,500 ten-sixty-year. United States Steel Corporation 5 per cent. sinking fund bonds of

1983.
\$1,000.000 additional general mortgage 414 per cent coupon bonds of 1982 of the Chesapeake and Onio Railway Company.
\$2,737.000 additional first refunding mortgage 4 per cent. guaranteed coupon bonds of 1949 of the Ceutral Pacific Railway Company.
\$50,000 additional first censolidated mortgage 4 per cent. coupon bonds of 1918 of the International Paper Company.

SUB-TREASURY TRANSACTIONS. Loss to banks on day's transactions ... \$1,279,000

DIVIDEND DECLARATIONS.

Person Steel Car, Stock. Ams. Popular.
Person Steel Car, Guarterly com a pdd 3% Nov. 40
United States Playing quarterly
United States Playing
Card quarterly
United States Lithographing, quarterly
United States Printing, 1% Dec. ! Jan. 15 pfd 3 Nov.

United Copper, semi-Philadelphia and Reading Barnings. OCEAN STRAMER

OLD POINT

COMFORT is a most attractive Autumn trip

EXPRESS STEAMSHIPS

Old Dominion Line

leave Pier 26, North River, foot of Beach St., New York, every week-day at 3 p. m., arriving at Old Point following morning. Steamer for Washington leaves same evening.

Through tickets returning from Washington by rail or water. Telephone, 1580 Franklin.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia meach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

DOMINION LINE Fastest Twin Screw Steamers. Boston to Queenstown and Liverpool

**Cambreman Oct. 31
hay2ower Nov. 5
Columbus (New) Nov. 12
Commenwealth Nov. 19
lat Class, 365 upward: 2nd Class, 342.30]
Srd Class, at Low Rates.

**Special low rates by this steamer.
1st Class, 355; 2nd, 337.50; 3rd, 328.
Boston to Azeres, Naples and Genoa.

5. 9. Vancouver Sirt Class, 360.

WHITE STAR LINE, NEW SERVICES Twin-Screw Express Steamers.
BOSTON DIRECT TO THE MEDITERRANEAN AZORES GIBRALTAR, MARSEILLES, NAPLES, ALGIERS, GENOA, ALEXANDRIA

BOSTON QUEENSTOWN, SERVICE, LIVERPOOL SERVICE, Poetic Dec. 10-Cymric Dec. 23
Apply to 9-11 or 73 Broadway, N. Y. "COOK" and the NILE



The season opens in November, and the first steamer leaves Cairo, November 17, for Luxor, Assouan, etc. The demand for accommodation is brisk, making it necessary to promptly secure either state-

rooms, special steamers or dahabeahs as required. THOS. COOK & SON, 261 & 1185 Broadway. 649 Madison Ave., cor. 60th St. | YORK.

Hamburg-American.

Bi-Weekly Twin Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Valdersec.Oct. 31 PV | Deutschi'd,Nov.12,1 AM
Moltre, ...Nov. 7, 3 PM | B Igrayua, Nov. 14, 1 PM Mediterranean Service New York-Naples-Genoa By superb new Twin Screw Steamers. Pirst Cabin 860, 275, 290, Upward. According to Steamer.

S. S. Deutschland to Italy.; LESS THAN 8 DAYS TO NAPLES. Around the World. Ey the PRINZESSIN VICTORIA LUISE. 04 months trip, \$1,126 upward. HAMBURG-AMERICAN LINE.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH-CHERBOURG-BREMEN

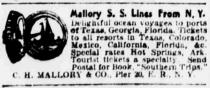
robpring. Nov. 3, 8 PM | Kronpring, Dec. 1, 1 PM | K. Wm. II., Nov. 17, 2 PM | K. Wm. II., Dec. 15, 1 PM | Alser... Nov. 24, 10 AM | Kronpring.... Jan. 5, 7 AM OELRICHS & CO., 5 BROADWAY, N. Y.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON hila . . . Nov. 7, 9:30 AM | New York, Nov. 21, 9:30 AM | Louis, Nov. 14, 9:30 AM | St. Paul, Noy. 28, 9:30 AM SPECIAL NOTICE. Commencing November at the steamers will sail on Saturdays at 9.30 A. M. instead of on Wednesdays at 10.00 A. M. as heretofore. The steamers will continue to sail on Saturdays from Southampton at 12 o'clock noon and from Cherbourg at 5 P. M.

RED STAR LINE. NEW YORK-ANTWERP-PARIS. Zeeland ...Oct. 31, 10 AM | Vaderi'd Nov.14,10:30 AM Finland Nov. 7, 10:30 AM | Kr'ni'd, Nov. 21, 10:30 AM Plers 14 and 15, N. R. Office, 78 Broadway, N. Y

JAPAN-CHINA Hawaii and Philippine Islands.

OCCIDENTAL AND ORIENTAL S. CO.
TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama
Kobe, Nugasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 A. M. America Maru Nov. 10 | Hongkong Maru Dec. 3 Rorea Nov. 18 | China Dec. 12 Gaelic Nov. 25 | Doric Dec. 22 For freight, passenger and general information apply at 849 Broadway, or 1 Broadway, Washington Bidg., and 287 Broadway, N. Y. City.



ANCHOR LINE. Glasgow and Astoria ... Oct. 31, 8 PM | Columbia . Nov. 14, 3 PM | Ethiopia . Nov. 7, noon. | Furnessia ... Nov. 28, noon First saloon, \$50 to \$100.
Second cabin, \$55 and up, third class, \$25 and up.
For new filustrated book of Tours apply to
HENDERSON BROTHERS, 17 and 19 B'way, N.Y.

ATLANTIC TRANSPORT LINE NEW YORK—LONDON DIRECT M'nne'ha,Oct.31,1:30 P.M. | Min't'ka,Nov.14,1:30 P.M. | Min'apoils, Nov.21,7 A.M. FOR RATES, ETC., APPLY TO 1 BROADWAY

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Arable, Oct. 30, 12 30 P.M. | Cedric Nov. 4, 830 P.M. |
Victorian, Nov. 3, 3 P.M. | Majestic... Nov. 11 noon
Pler 49, North River, Office, 9 Broadway, New York.

Proumatio Tool Stock Decilnes. The stock of the Chicago Pneumatio Tool Company, of which Charles M. Schwab is a director, has been steadily declining in the Chicago market, touching 28% yesterthe Chicago market, touching 28% yester-day, 1% points under Tuesday's low price. Despatches from Chicago say that the selling of the stock, which pays 28 per cent. at its present price, is due to the forced liquida-tion of a loan. The 5 per cent. bonds of the company are said to have been offered at its. Mr. Schwab and President C. H. Mat-thiesen of the Corn Products Company recently became members of the Pasumatio Tool executive committee.

RAILROAD.

STATIONS POOT OF WEST TWENTY-THIRD STREET AND DESPHOSSES AND CORT-LANDT STREETS.

13 The leaving time from Beobromes and Cortiandt Streets is ave minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

2.35 A. M.—FAST MAIL.—Parlor, Sleeping and Dialog Cars. For Chicago, Indianapolis and Louisville.

Louisville.

9.55 A. M.—ST.LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnat, Indianapolis, St. Louis. Dining Car.

19.25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1.35 P. M.—CHICAGO AND ST.LOUIS EXPRESS.—For Toledo, Nashville (via Cin cinnat) and Louis ville), Indianapolis, Chicago, St. Louis. Dining Car. viller, Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M.—ST. LOUIS EXPRESS.—Por Pittsburg, Chechmati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Routet Express.—For Chicago. For Toledo, except Saturday. Dining Car.

7:55 P. M.—PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

5:25 P. M.—CLEVELAND AND CINCINNATIEX.—FRESS.—For Pittsburg.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets, *10:20), *10:55 a.m., *12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:29), (3:25 *Congressional Limited, *ail Parior and Dining Cars), *3:25, *4:25, *4:25, 9:26 P. M., 12:10 night. Sunday, 8:25, *9:25, *10:56 a. m., *12:55 (3:25 *Congressional Limited, *ail Parior and Dining Cars), *3:25, *4:25, 1:2 SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.
ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Oreans, 2:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily.—7:56 a. m. week days and 4:55 p. m. daily.
POR OLD POINT COMFORT AND NORFOLK.—7:56 a. m. week days and 4:55 p. m. daily.
ATLANTIC CITY.—9:35 a. m. and 2:55 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week days. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on Sundays.

ESS.—For Pittsburg, Cleveland, Cinci lianapolis and St. Louis. WASHINGTON AND THE SOUTH.

on week days. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week days.

For points on New York and Long Branch Railroad (from 12:70, 3:25, 4:10 and 4:55 p. m. week days.

Si55 a. m., 12:70, 3:25 a. m. and 4:55 p. m. week days. Sundays, 9:25 a. m. and 4:55 p. m. (from 12:20, 8:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:45 a. m., 5:09 p. m.

day 3, 9.45 a. m., 5.00 p. m.

FOR PHILADELPHIA.

8.05, 7:25, 7:55, 8:25, 8:55, 9:25 (9:35 St. Louis Limited), *10:10 (Desbrosses and Cortlandt Streets, *10:20), 10:25 (Penna. Limited), *10:35, 11:35, a. m.

12:55, 1:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:35, 8:25, 3:55, 4:25, *4:25, *4:25 (4:25 Chicago Limited for Germantown Jet. only), *5:55, 6:55, 7:55, 8:25, 8:35, 9:25 (Penna. Limited), *9:35, 10:25 (Penna. Limited), *10:35 a. m., *12:35, *1:35, \$3:25, \$3:58, *425 (4:35 Chicago Limited for Germantown Jet. only), *4:35, *5:35, 7:35, 8:25, 8:35, 9:25 p. m., 12:16 night

(4:55 Chicago Limited for Germantown ect. only), *4:35, *5:55, 7:55, 8:25, 8:25, 9:25 p. m., 12:18 night.
*Dining car.
Ticket offices, Nos. 461, 1354, 113 and 261 Broadway: 182 Fifth avenue (below 23d St.): 263 Fifth Avenue (corner 26th St.): 1 Astor House, and stations named above: Brooklyn, 4 Court Street, 860 Fulton Street, 350 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. from noteds and residents Street" for Pennsylvania Rallroad Cab Service.

W. W. ATTERBURY,
Gen. Manager.
GEO. W. BOYD,
General Passenger Agent.
10-8-1803.

AUTUMN RESORTS.

Atlantic City.

YOUNG'S HOTEL ATLANTIC CITY, N. J.

Absolutely freproof. No wood used in the construction. European plan. Open all the year. The only absolutely freeproof hotel in Atlande City. Pacing the Ocean, directly on the famous Boardwalk, near Young's Pier. 230 rooms, 120 private baths with hot and cold sait and fresh water. Pure drinking water from our own Artesian well. Long distance telephone in all rooms. Hestaurant equal to any in New York.

JAMES R. KEENAN, Propr.
Also of Hotel Gordon, Washington, D. C.

Hotel Dennis,

ATLANTIC CITY, N. J. Directly facing the Ocean. Hot and cold sea water in private baths. Golf Links privileges Information and booklets, 1,364 Broadway. WALTER J. BUZBY.

ATLANTIC CITY. N. J. ATLANTIC CHTY. N. J.

Permanent Bureau of information with personal representative at 1364 Broadway, above 38th Street, where information and literature concerning following hotels can be secured: Hotel Dennia, Hotel Brighton, Haridon Hail, Hotel St. Charles Young's Hotel, Willishire, Mariborough House, Dunlop, Hotel Seaside, Hotel Rudoif, The Chaironte, Hotel Traymore, New Strand Hotel, Galendail, Isiesworth, Garden Hotel, Hotel Raleigh.

MARLBOROUGH HOUSE

Lakewood

LAKEWOOD. LAUREL HOUSE Season from October to June. Laurel-in-the-Pines Open from Auvember 14th to May 18th.

Both houses under the management of D. B. PLUMER. MURPHY, Ass't Mngr. Laurel House. Shute, Ass't Mngr. Laurel In the Pine.

> NEW YORK Long Island.

MARDEN CITY HOTEL OPEN UNTIL JANUARY.

A High-Class Modern Hotel in an Ideal Fall lesort only 18 Miles from New York. J. J. LANNIN, Prop., Garden City, L. I.

FALL AND WINTER RESORTS. Perfect Railroad Service

CALIFORNIA Southern Pacific 'Sunset Limited'

This train is well known, and provides for \$39.00 to \$50.00 to California. Broadway. NEW YORK.

RESORTS

TRAVELLERS' INFORMATION. WOTFICE, 3 Park Place. Tel. 8050 Cortlands. Atlantic City N. Y. office: S. Fatk Place. Rudolf American and European plan. Flae ocean front. Baltimers J. P. A. O'Connor, Mgr. Hotel Rensert Bestes Conveniently located. P. Hotel Vendomo Ciscinsati P. P. 81-30 up | Gibses Rosse Washington A. F. P. St. St. Up | Gibses Rosse Washington A. F. Facing Capitol. The Bricecit

QCEAN STEAMERS

CUNARD LINE, TO LIVERPOOR Lucania Oct. 81.noor Umbria Neg. 31. 7AM
Etruria Nov. 7. 7 AM Lucania Nov. 8. 11AM
Campania Nov. 14.noon Eturia Dec. 6. 6 AM
MEDITERRANEAN SERVICE
Carpathia, Nov. 24, 10 AM Aurania Dec. 6. 10 AM
Carrying cabin and steerage passengers
From Pierral 43, North River,
VERNOM H. BROWA & CO. Gens Ages, 50

NEWYORK THE FOUR-TRACK TRUNK LINE.

Via Niagara Falls.

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
North and west bound trains, excent those leaving at 830, 1120 A. M., 2145, 320, 9:15, 11:30 P. M.,
with step at 125th street to receive passengers ten
minutes after leaving Grand Central Station.

12.10

A. M.—TMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:90 A. M.

A. M.—SYRACUSE LOCAL.—Stops at
all important stations. A. M.—'SYRACUSE LOCAL.—Stops at all important stations.
A. M.—'EMPIRE STATE EXPRESS.—
Most farmous train in the world. Due all important stations.

A. M.—'FMPIRE STATE EXPRESS.—
Most famous train the the world. Due
Buffalo 45. Niagrar Falls 5:34 P. M.

A. M.—'FAST MAIL.—24 hours to Chicago.
Due Buffalo 7:10. Niagrar Falls 8:07.

A. M.—tDAY EXPRESS.—Makes local
stops. Due Buffalo 1:15 A. M.

A. M.—tLOCAL EXPRESS.—For Albany
and Troy. Lecal stops
P. M.—'BLFFALO LIMITED.—Due Buffalo 1:36 P. M., Niagrar Falls 11:56 P. M.

P. M.—'SOUTHWESTERN LIMITED.—
Due Cinchnast 10:30. Indianapolis 11:30
A. M. St. Louis 6:45 P. M. nest day.
P. M.—"The 20th CENTURY LIMITED.—
TO Chicago via Lake Shore. 24:5 via M. C.
P. M.—"The 20th CENTURY LIMITED.—
20 hour train to Chicago via Lake Shore.
Electric lights and fans.
P. M.—"ALBANY AND TROY FLYER.—
Oue Albany 6:40, Troy 7:95 P. M.

— "ALBANY AND TROY EXPRESS.—
Local stops.

Local stops.

M. M.—"PERBOUT GRAND RAPIDS and 11.30 12.50 1.00 1.00 P. M.—*ALBANY AND TROY EXPRESS.—Local stops.
P. M.—*DETROIT. GRAND RAPIDS and CHICAGO SPECIAL.
P. M.—*LAKE SHORE LIMITED.—23½-hour train to Chicago. All Puliman cars.
Duc Cleveland 7:05 A. M., Cinetinaul. 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M.—*WENTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
P. M.—*WONTREAL EXPRESS.—Via D. & H. or Fulland. & H. or Fulland.
P.M. - ALTRONDACK AND MONTRBAL
EXPRESS.
P. M. - EUFFALO AND TORONTO

SPECIAL.
P. M.—'SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—'SOUTHWESTERN SPE-P. M.—"SOUTH WESTERN SPECIAL.
P. M.—"PACIFIC EXPRESS.—Chicago 34
hours by M. C., 33 hours by L. S.
P. M.—"CHICAGO THEATRE TRAIN.—
Watertown, Ogdenaburg, Buffalo, Detroit, Chicago and St. Louis. *Daily, 'Except Sunday, TExcept Monday, HARLEM DIVISION.

BARLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily, except Sunday, to Pittsfield and North Adams; Sundays at 9:30 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway, 25 Union sq. W., 275 Columbus av., 133 West 128th st., Grand Central and 128th st. station, New York: 238 and 726 Pulton st., and 106 Broadway, Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company. NEW YORK CENTRAL ROUTE

11.30

BETWEEN NEW YORK AND BOSTON Via Springfield and the BOSTON AND ALBANY RAILROAD.
Trains leave \$9.03 A. M., \$12.00 noon, \$4.00 P. M.,

Tickets at New York Central ticket offices, 187, 415 and 1216 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. (New York Central & Hudson Rivor R. R., Lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:

7-7.10 A.M.—For intermediate points to Albany.
11:20 A.M.—(1) Hudson and Mohawk Express.

12:25 P.M.—Cont. Lim., for Detroit. Chi. & St. Louis.

24:36 P.M.—(2) For Hudson River points & Albany.

88:30 P.M.—For Roch., Buffalo, Clevid & Chicago.
18:30 P.M.—For Roch., Buffalo, Detroit & St. Louis.

19:18 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

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10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Syra, Roch., Nag. Fails, Det. & Chi.

10:19 P.M.—For Roch., Det. Porton P.M.

10:19 P.M.—For Roch., Det. Porton P.M.

10:19 P.M.—For Roch., Det. Porton P.M.

10:19 P.M.—For Roch., Nag. Fails, Nag. Fails, Nag. Porton P.M.

10:19 P.M.—For Roch., Nag

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry. (Time from South Ferry five minutes earlier than shown below.) EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—8:00 (7:16 Easton only), 9:10 A. M., 1:20, 4:30, 5:00 (3:45 Easton only) P. M. Sundays, 8:126 A. M., 1:00, 5:30 P. M. WILKESBARRE AND SCRANTON—24:20, 9:10 A. M., 3:00 P. M. Sundays, 24:25 A. M., 1:20 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, *9:40 A. M., 1.3),
(3:40, 4:30, Lakewood and Lakeburst only),
5:00 P. M. Sundays, 9:40 A. M.
ATLANTHO CITY—9:40 A. M., 15:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M.,
11:20 P. M.

ATLANTIC CITY—*9:40 A. M., 19:40 P. M.

VINELAND AND BRIDGETON—*124300 A. M.,

1:30 P. M.

LONG BRANCH. ASBURY PARK, OCEAN
GROVE. POINT PLEASANT AND SEA.

SHORE POINTS—24:00. 8:30, 11:30 A. M.,

3:58. 4:48. 6:30, 6:30 (11:50 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:30 A. M.,

4:30 P. M. Sundays, except Ocean Grove, 9:30 A. M.,

PHILADELPHIA — READING TERMINAL—
*4:25, 7:00, 18:30, *9:00, 10:30, 71:100 A. M., 112:00,
*1:30, 51:30, 72:00, 18:00, *4:30, *5:00, 16:00, 77:20,

49:50 P. M., *12:15 Mdt.

24TH AND CHESTNUT STREETS—44:25, 16:30,
*10:30, 21:35 A. M., *1:30, 19:340, *5:30, *7:500, 79:30,

P. M., *12:15 Mdt.

READING HARRIBBURG, POTTSVILLE AND
WILLIAMSPORT—44:30, 24:25, 18:30, 19:10
(16:30, 11:00 A. M. Reading only, 18:30, 18:120
only, 14:00, 15:30 P. M.

2From Liberty Street only, *Daily, 1Daily,
except Sunday, 59unday only, 'Parlor cara only,
Williamsburg, Structy Street only, *12:10 Thurs,

Offices: Liberty St. Ferry, South Ferry, 6 Astor
House, 167, 361, 484, 1800, 1854 Broadway, 182 Fifth
av., 25 Union Square West, 135 East 12:5th St., 243
West 125th St., 245 Columbus Av., New York; 4 Court
St., 344, 860 Fulton St., Brooklym; 390 Broadway,
Willamsburg, New York Transfer Co. calls for
and checks baggage to destination.

W.G. EESLEN, C. G. M. BURT,
Vice-Pres, and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. B., PHILADELPHILA AND READING RY, and BALTIWORE AND OHIO R. R.
Leave South Ferry. Liberty St. Perry.
Balto-Washington. 1825 AM 1830 AM Buffet
Balto-Washington. 1125 AM 1135 AM Diner
Balto-Washington. 1125 AM 1135 AM Diner
Balto-Washington. 1255 PM 1200 PM Diner
"Royal Limited". 335 PM 1500 PM Diner
Balto-Washington. 1250 PM 1500 PM Diner
Balto-Washington. 1210 nt. 1215 nt. Sieepers
Dalty. Dalty. except Studay. Synday only.

Balto. Washington 6.55 PM 7.00 PM Buffet Balto. Washington 12:10 nt. 12:15 nt. Sicepers Daily, Offices: Liberty St. Ferry, South Furry, 6 Astor House, 167, 261, 434, 1300, 1364 Broadway, 182 Pitth Av. 25 Lilon Square West, 138 East 125th St., 273 West 125th St., 248 Columbus Av., New York; 4 Court St., 243, 860 Fullon St., Broadlyn; 330 Broad way, Williamsburg. New York Transfer Co. calls for and checks baggage to destination. BALTIMORE AND OHIO RAILROAD

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. "12:10 nt. "12:15 nt. Chicago, Columbus. "12:35 pm. "1:00 pm. Diner Pittsburg, Cleveland "3:36 pm. "7:00 pm. Lim'd "Pittsburg, Cleveland "6:35 pm. "7:00 pm. Buffet Clucinnati, St. Louis" 10:25 am. "1:030 am. Buffet Clucinnati, St. Louis" 10:25 am. "10:30 am. Diner Clucinnati, St. Louis" 10:25 pm. "7:00 pm. Buffet Norfolk "12:35 pm. "7:00 pm. Buffet Norfolk "12:35 pm. 1:00 pm. Diner "Daily, "Daily except Sunday, Sunday only Offices: 167, 261, 434, 1909 Hroadway, 6 Astor House, 25 Union Square W. 291 Grand St. N. Y. 218 Fulton Street, Brooklyn, South Ferry and Liberty Street. Baggage checked from hotel or residence to destination.

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta 18:00 A. M.—For Binghamten and Syracuse. 10:00 A. M.—For Binghamten and Syracuse. 11:40 P. M.—For Buffalo and Chicago and 16:10 P. M.—For Berantou and Plymouth. 16:10 P. M.—For Buffalo and Chicago. 16:10 P. M.—Uttea, Oewego, Thaca. Buffalo. 17:00 A. M.—For Chicago—Sleepers open 9 P. M. Tickets 167, 429, 11:83 Broadway, N. Y.: 338 Fullocat. Brooklyn. *Daffy. *Except Sunday.

STEAMBOATS

BOSTON AND POINTS IN BOSTON AND POINTS IN NEW ENGLAND
FALL HIVER LINE, via New port and Fall liver.
Leave Pler 19, N. R., foot of Warren St., week days and Sundays at 630 P. M. Steamers PRISCILLA and PURITAN Orchestus on each.
STONINGTON LINE, via Stonington. Low Pier 60, N. R., foot Clarkson St., week days only at 630 P. M. Stra MAINE and NEW HAMPSHIRE.
NORWHEIR LINE, via New London. Leave Pier 60, N. R., foot of Clarkson St., week days only at 630, P. M. Steamers OFTY OF LOWELL and C.T.Y. OF WORDSWIFER.
NEW MAYEN LANK for New Haven, Hartford Springfield and the North. Leave Pler 60, N. R. leat of Clarkson St., week days only at 4:00 P. M. Steamer Clerkson St., week days only at 4

MAINE STEAMSHIP CO.
Dieset Lias of Past Modern Passenger Steamer
Pailing Theorem Talesdays and Seturdays at
P. M. Ogos Mo Broadway. Telephone 1300 Ornhard

New York and Boston All Rail.

LEHICH VALLEY.
Foot of West 28d A. Cortlandt and Desbrosses Sta. B.
'Daily † Except Stunday. Sunday changes? 613.65.
e4.60. n5.25. z5.45.

St., Brooklyn.

N. Y. Trausfer Co. will call for and check baggage.

> POST OFFICE. POST OFFICE NOTICE.

(Should be read DAJLY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Oct. 23, 1903, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America via Colon close one hour later at Foreign Station.)

MAILS FOR SOUTH AND CENTRAL AMERICA

TRANS-PAOIFIC.

CUBA.—Via Fiorida, closes at this office dally, except Thursday, at \$5.30 A. M. (the connecting mails close here on Wednesdays and Saturdays, via Tampa, and on Mondays via Miamb.

MENICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office dally, except Nunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M.

NEW FOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office dally at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday.

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Tuesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Tuesday.

By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P. M. and \$11:30 P. M., Sundays at \$1:00 P. M. and \$11:30 P. M., and 11:30 P. M. and \$1:30 P. M., Sundays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Mondays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Sundays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., foonnecting mail closes here Tuesdays at \$1:30 P. M., and \$1:30 P. M., and \$1:30 P. M., and \$1:30 P. M., and \$1:30 P. M.,

TRANS-PACIFIC MAILS.

CHINA and JAPAN via Scattle, close here daily at e.30 P. M. up to Oct. 428th, inclusive, for despatch per steamship Tosa Maru.

CHINA and JAPAN, via Tacoma, close here daily at e.30 P. M. up to Oct. 428th, inclusive, for despatch per steamship Tacoma.

HAWAH, via San Francisco, close here daily at 6.30 P. M. up to Nov. 42d, inclusive, for despatch per steamship Tacoma.

HAWAH, via San Francisco, close here daily at 6.30 P. M. up to Nov. 42d, inclusive, for despatch per steamship Alameda.

HAWAH, JAPAN, CHINA and PHILIPPINE IS. LANDS, via Non Francisco, close here daily at 6.30 P. M. up o Nov. 43th, inclusive, for despatch per steamship America Maru.

AUSTRALIA (except West., Fill ISLANDS and NEW CALEEONIA, via Vancouver and Victoria, B. C., close here daily at 6.30 P. M. up to Nov. 47ta, inclusive, for despatch per steamship Aorangi.

NEW ZHALAND, AUSTRALIA (except West), NEW CALEDONIA, Fill, SAMOA, and HAWAH, via San Francisco, close here daily at 6.30 P. M. up to Nov. 41th, inclusive, for despatch per steamship Sonoma. (If the Cunard steamer carrying the British mail for Now Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5.20 A. M. 9.30 A. M. and 6.30 P. M.; Sinndays at 430 A. M. 9.30 A. M. and 6.30 P. M.; Sinndays at 430 A. M. 9.30 A. M. and 6.30 P. M. will be made up and forwarded until the arrival of the Cunard Steamer).

TAHTIT and MARQUESAS ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Nov. 226th, inclusive, for despatch per steamship Mariosa.

NOTE.—Unless otherwise addressed, West Australia is forwarded via Europe; must be fully prepaid at the foreign rates. Hawai is forwarded via San Francisco exclusively. Trans-Facific mails are lorwarded to port of 6all ing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit, thegistered mail closes at 6.00 P. M. pre vious day.

CORNELIUS VAN COTT, Postmaster.

STEAMBOATS. PEOPLES LINE

Fast elegant steamers leave New York every we'k day at 5 P. M from Pler 3' East River, foot Catharine at. "Phone 800 Orchand

Catskill, Hudson and Coxsactic.

PINANCIAL. TIPSTERS'

Our morning market letter, together with it of all leading dipietes, would coof \$75 per mon Delivered in seeled envelope before the openidally at your broser's in Mannathan or Brooki Mescenger wift call upon receipt of postal or secheel or money uniter and service confront to morrow \$1 a day \$8 per week.

TROY LIME "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler delily 4 P. M. except faturday. Birset relirend councetion at Troy for all points north and cast. Sunday steemers touch at Albany.

TRANSATLANTIC MAILS.

THURSDAY.—At 7 A. M. for FRANCE. SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TURKEY EGYPT. GREECE, BRITISH INDIA and LORENZO MARQUEZ, per steamship La Lorraine, via Havre (mail for other barts of Europe must be directed "per steamship La Lorraine". SATURDAY.—At 8 A. M. for BELGIUM direct, per steamship Zeeland (mail must be directed "per steamship Zeeland"): at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Lucania, via Quecustown; at 12:30 P. M. for SCOTLAND direct, per steamship Associa (mail must be directed "per steamship Associa").

**PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers and Sanpies for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

**After the closing of the Supplementary Trans-Atlantic Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

WEST INDIES, ETC.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIRS, FTC.

THURSDAY.—At 7:30 A. M. for JAMAICA, per steamship Admiral Schley; at 4 A. M. for CUHA, per steamship Havana (mail for Mexico, via Progreso, Campoche and Vera Cruz must be directed per steamship Havana"; at 10:30 A. M. for BRAZEL, her steamship Heighington, via Perm mbuco, Parahyba and Macelo (mail must be directed per steamship Heighington); at 12 M. for MEAICO, per steamship Jason, via Tampico (mail must be directed per steamship Havana).

FRIDAY.—At 6:30 A. M. for NEWFOUNDLAND, per steamship Rosalind; at 12 M. for BARBA DOS and NORTHERN BRAZIL, per steamship Nobraiense, via Para, Maranham and Ceafa, at 12 M. for YUCATAN, per steamship Tjomo (mail must be directed "per steamship Tjomo (mail must be directed "per steamship Tjomo"); at 12 M. (supplementary 12:30 P. M.) for BAHAMAS per steamship Santiago (mail for Guantanamo and Santiago must be directed "per steamship Santiago"); at 12:30 P. M. (supplementary 1:30 P. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWARD ISLANDS and BRITISH, DUTCH and FRENC (GUIANA, per steamship Parima; at 6:30 P. A. (supplementary 1:30 P. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWARD ISLANDS and BRITISH, DUTCH and FRENC (GUIANA, per steamship Parima; at 6:30 P. A. (supplementary 1:30 P. M.) for PORTUNE SATURDAY.—At 8 A. M. (supplementary 1:30 P. M. (supplementary 1:30 P. M.) for PORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per steamship Philadelphia (mail for Costa Rica must be directed "per steamship Jalene"; at 10:40 A. M. for INAGUNA, HAIT; and SANT MARTA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for CUBA, per steamship Adlerondack; at 12:30 P. M. for

4 REGISTERED MAIL closes at 6:00 P. M. previ-

CORNELIUS VAN COTT. Postmaster. Post Office, New York, N. Y., October 28, 1908.

ADIRONDACK OR DEAN RICHMOND.

Icaves Pier 32, N. R. Joot Canal St., at 6 P. M. week
days, connecting with trains (Sunday included) for
points North, East and V. est Excursion, \$2.50 JOY ONLY \$1.50

Boats every week day at Six P M. from Pier 41.